

The PRESIDING OFFICER. Who seeks recognition?

Mr. SIMPSON addressed the Chair.

The PRESIDING OFFICER. The Senator from Wyoming is recognized.

Mr. SIMPSON. Mr. President, I know there is an obligation for many of us at 6:45. I am going to be very brief, and I will cover this issue in more complete detail tomorrow so that we might meet those obligations.

This is a very fascinating amendment. It is, I gather, a list of only the issues or the programs that would be deemed to be income. I hope people can hear what we are trying to do here. There are two choices: Either the sponsor pays for a legal immigrant or the taxpayers do. That is about the simplest kind of discussion I can come to.

This issue of deeming is very simple. Deeming is this, and I hope we can try to keep toward this in the debate: The purpose of deeming is to make the sponsor of the immigrant responsible for the needs of the immigrant relative, that immigrant relative that the sponsor brought to this country.

Everything we have done here with regard to this immigration issue, including the new affidavit support requirements, says if you bring your relative to the United States, you are going to be sure that they do not become a public charge. That has been the law since 1884 in the United States of America.

The question is very simple. Either you deem the income of the sponsor, and every other thing that this person is going to get, or the taxpayer will pave to pick up the slack. That is where it is. Any other assistance will be required to be picked up by the citizens of the United States.

If you are going to be specific, as in this amendment—and remember that we are told that this is for clarity—these are the issues, these are the programs that are deemed to be judged as support. We have not even talked about Medicaid, PELL grants, State general assistance, legal services, low-income heating, as if they were not there.

This is one that needs the clear light of morning, the brilliant sun coming over the eastern hills so we can pierce this veil, because this is a concept that will assure that someone who sponsors a legal immigrant will be off the hook and that an agency will provide services and not be able to go back against the sponsor.

Ladies and gentlemen, the whole purpose of this exercise is to say, "If you bring in a legal immigrant, you give an affidavit of support, you pledge that your assets are considered to be the assets of that person. And that will be so for 5 years or until naturalization. And if you do not choose to do that, then know that the sponsor is off the hook and the taxpayers are on the hook." I do not think that is what the public charge provision of the law ever would have provided.

With that, Mr. President, unless the Senator from Florida has something

further, I will go to wrap up, if I may. I thank the Senator from Florida for his courtesy.

#### MORNING BUSINESS

Mr. SIMPSON. Mr. President, I ask unanimous consent there now be a period for the transaction of morning business with Senators permitted to speak for up to 5 minutes each.

The PRESIDING OFFICER. Without objection, it is so ordered.

#### SISTER LUCILLE BONVOULOIR

Mr. LEAHY. Mr. President, I would like to take a moment to pay tribute to a woman who has dedicated her life to battling homelessness in Vermont. Sister Lucille Bonvouloir is the unofficial Patron Saint for the homeless in Burlington, the State's largest city and only Enterprise Community. The Committee on Temporary Shelter [COTS], an organization that she has directed since 1988, provides a range of social services as well as basic shelter to help people who have hit bottom get back on their feet again. As the problem of homelessness in Burlington has grown, so has COTS under Sister Lucille's innovative and capable direction.

In July, Sister Lucille will be taking on new responsibilities as the vice president of the Vermont Regional Sisters of Mercy. While she will be sorely missed and the shoes she leaves behind at COTS are large indeed, the homeless and the needy of Burlington have nothing to fear from the transition. They know as I do that their guardian angel will continue to watch over them and stand up for their needs as she has for so many years. I join them in wishing her the best in her new career.

I ask unanimous consent that an article from the February 7, 1996 Burlington Free Press on Sister Lucille Bonvouloir's life of service to Burlington be printed in the RECORD.

There being no objection, the material was ordered to be printed in the RECORD, as follows:

#### SISTER BONVOULOIR TO WORK WITH SISTERS OF MERCY

(By Mike Donoghue)

A Burlington nun known as a fighter for providing shelter and vocational training for homeless people said Tuesday that she would step down in June as head of the largest program for the Vermont homeless.

Sister Lucille Bonvouloir will leave her post as executive director of the Committee on Temporary Shelter to become vice president of the Vermont Regional Sisters of Mercy on July 1.

Sister Bonvouloir and the agency, better known as COTS, provided services to 1,100 individuals through seven programs operated in Burlington last year.

The Orwell native said she expects to face new battles when she becomes part of the team managing the affairs of the 93 Sisters of Mercy serving Vermont. Among the expected scuffles will be a proposed 93-unit affordable housing development the sisters hope to build on the north side of Mount St. Mary's Convent on Mansfield Avenue.

The project will be ideal for single mothers who are returning to school at nearby Trin-

ity College, she said. It is opposed by residents who say it is too large for the neighborhood.

Sister Bonvouloir, 53, has worked for the committee since 1986 and has been its director since June 1988. She helped expand the programs to meet the needs in the community for family shelters and vocational training.

When the number of homeless families increased, the COTS Family Shelter opened on North Champlain Street in 1988. When there was chronic shortage of affordable housing, COTS developed St. John's Hall on Elmwood Avenue.

During 1993-94, Sister Lucille improved access to vocational programs and created a voice mail system in Burlington to increase employment prospects for those without phones. Last year, 70 percent of the participants in the vocational program were placed in full-time jobs.

#### UNITED STATES-JAPAN AVIATION RELATIONS

Mr. PRESSLER. Mr. President, I rise today to discuss the most recent in what seems to be a never ending list of crises we have had in the past year with the Government of Japan regarding international aviation relations.

The root of the current problem, and a number of those which have preceded it, is the Government of Japan's continued refusal to fully comply with the United States-Japan bilateral aviation agreement. The Government of Japan incorrectly believes selective compliance with our bilateral aviation agreement is acceptable. The Japanese are badly mistaken. Nothing short of full compliance with the United States-Japan bilateral aviation agreement is acceptable.

Let me explain. The United States-Japan bilateral aviation agreement guarantees three United States-carriers—United Airlines, Northwest Airlines, and Federal Express—"beyond rights" which authorize them to fly to Japan, take on additional passengers and cargo, and then fly to another country. That agreement requires the Government of Japan to authorize new beyond routes no more than 45 days after one of these three carriers files notice of an intention to initiate new beyond service. If this sounds like a relatively straightforward procedure, it is.

Regrettably, the Government of Japan has made the procedure of initiating new beyond service anything but straightforward and predictable. Instead, contrary to the United States-Japan bilateral aviation agreement, they have turned a "notice and fly" provision into an approval process where the litmus test seems to be whether competition from a new route operated by a United States carrier threatens less competitive incumbent Japanese carriers. In fact, the over-riding goal seems to be nothing less than imposing a de facto freeze on new air service by United States carriers beyond Japan. This violates the letter as well as the spirit of the United States-Japan bilateral aviation agreement and is intolerable.

Mr. President, I have spoken about the problem at hand numerous times in this body. Unfortunately, it remains unresolved. More than a year ago, United Airlines notified the Government of Japan of its intention to start new beyond service between Osaka and Seoul, Korea. Although United Airlines is clearly authorized to operate this new service, the Japanese continue to refuse to permit it to do so. Unquestionably, United Airlines and its employee-owners have, and are continuing to, pay a very steep financial price for Japan's decision to wrongly deny it this valuable economic opportunity.

The Japanese, unfortunately, have repeatedly rebuffed attempts by the administration to redress this violation. In fact, the most recent attempt was met by a threat from the Japanese that they may impose limits on new service by United States carriers between Los Angeles and Tokyo, even though the service in question is guaranteed by the United States-Japan bilateral aviation agreement without the threatened limitations. Make no mistake about it, whenever United States carriers are denied opportunities, the U.S. economy loses and tourism-related jobs in the United States are lost.

Consistent with an amendment I offered last year on United States-Japan aviation relations that is now part of Public Law 104-50, the administration has finally drawn a line in the sand to hopefully resolve this violation. Namely, the administration has put on hold Japan Airlines' request for service between Tokyo and Kona, Hawaii until the Japanese respect United Airlines' right to provide new service beyond Japan. Even though I regret temporarily depriving Hawaii of a new tourism opportunity, we simply should not agree to expand commercial opportunities for a Japanese carrier in the United States at the same time the Government of Japan is wrongly denying a United States carrier opportunities in the Asia-Pacific market.

Although the words of the Government of Japan suggest it wants to move forward in United States-Japan aviation relations, Japan's actions are preventing us from doing so. Moreover, the Government of Japan's continued failure to fully comply with the existing agreement is eroding the trust needed to secure a broader agreement that will create new air service opportunities for all United States and Japanese carriers between and beyond our two countries.

Mr. President, let me conclude by saying I hope the Government of Japan resolves the Tokyo-Kona problem it created by immediately complying with the United States-Japan bilateral aviation agreement. Also, I hope the Japanese will not compound the current problem by following through on its threat to impose countermeasures against United Airlines and Northwest Airlines if the Tokyo-Kona problem is not resolved to its satisfaction. Clearly, that would further undermine Ja-

pan's stated goal of moving forward in our aviation relationship.

#### MESSAGES FROM THE PRESIDENT

Messages from the President of the United States were communicated to the Senate by Mr. Thomas, one of his secretaries.

##### EXECUTIVE MESSAGES REFERRED

As in executive session the Presiding Officer laid before the Senate messages from the President of the United States submitting sundry nominations which were referred to the Committee on Foreign Relations.

(The nominations received today are printed at the end of the Senate proceedings.)

#### REPORT OF A SUSPENSION UNDER THE DEPARTMENT OF THE INTERIOR AND RELATED AGENCIES APPROPRIATIONS ACT FOR FISCAL YEAR 1996—MESSAGE FROM THE PRESIDENT RECEIVED DURING THE ADJOURNMENT OF THE SENATE—PM 141

Under the authority of the order of the Senate of January 4, 1995, the Secretary of the Senate on April 26, 1996, received a message from the President of the United States, together with an accompanying report; which was referred to the Committee on Appropriations:

##### *To the Congress of the United States:*

I hereby report that I have exercised the authority provided to me under subsection 325(c) of the Department of the Interior and Related Agencies Appropriations Act, 1996, to suspend subsection 325(a) and 325(b) of such Act. A copy of the suspension is attached.

WILLIAM J. CLINTON.

THE WHITE HOUSE, April 26, 1996.

#### REPORT RELATIVE TO 1996 NATIONAL DRUG CONTROL STRATEGY—MESSAGE FROM THE PRESIDENT—PM 142

The PRESIDING OFFICER laid before the Senate the following message from the President of the United States, together with an accompanying report; which was referred to the Committee on the Judiciary.

##### *To the Congress of the United States:*

I am pleased to transmit to the Congress the 1996 National Drug Control Strategy. This Strategy carries forward the policies and principles of the 1994 and 1995 Strategies. It describes new directions and initiatives to confront the ever-changing challenges of drug abuse and trafficking.

This past March I convened the White House Leadership Conference on Youth, Drug Use, and Violence in order to focus the Nation's attention on two major health problems faced by young people today—drug use and violence. The conference brought together over 300 young people, parents, clergy, com-

munity and business leaders, judges, prosecutors, police, entertainers, media executives, researchers, and treatment and prevention specialists from across America to examine solutions and keep us moving forward with proven strategies. The Vice President, General Barry McCaffrey, and I met with the participants in a series of roundtable discussions, discussing how to strengthen the efforts of families, the media, communities, schools, businesses, and government to reduce drug use and violence. Participants left with new energy and new ideas, determined to return home and begin implementing the solutions and strategies discussed that day.

This conference took place at an important juncture in America's ongoing fight against drug abuse. In the last few years our nation has made significant progress against drug use and related crime. The number of Americans who use cocaine has been reduced by 30 percent since 1992. The amount of money Americans spend on illicit drugs has declined from an estimated \$64 billion five years ago to about \$49 billion in 1993—a 23 percent drop. We are finally gaining ground against overall crime: drug-related murders are down 12 percent since 1989; robberies are down 10 percent since 1991.

At the same time, we have dealt serious blows to the international criminal networks that import drugs into America. Many powerful drug lords, including leaders of Colombia's notorious Cali cartel, have been arrested. A multinational air interdiction program has disrupted the principal air route for smugglers between Peru and Colombia. The close cooperation between the United States, Peru, and other governments in the region has disrupted the cocaine economy in several areas. Our efforts have decreased overall cocaine production and have made coca planting less attractive to the farmers who initiate the cocaine production process. And I have taken the serious step of cutting off all non-humanitarian aid to certain drug producing and trafficking nations that have not cooperated with the United States in narcotics control. Further, I have ordered that we vote against their requests for loans from the World Bank and other multilateral development banks. This clearly underscores the unwavering commitment of the United States to stand against drug production and trafficking.

Here at home, we have achieved major successes in arresting, prosecuting, and dismantling criminal drug networks. In Miami, the High Intensity Drug Trafficking Program, through its operational task forces, successfully concluded a major operation that resulted in the indictments of 252 individuals for drug trafficking and other drug-related crimes. Operations conducted by the Drug Enforcement Administration's Mobile Enforcement Teams program (MET), a highly successful federal tool for assisting local